

CLASSIFICATION ~~SECRET~~

COUNTRY Germany (Soviet Zone)

REPORT NO. [REDACTED]

TOPIC Grossenhain Airfield

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DATE OF CONTENT 2 to 19 March 1951

DATE OBTAINED [REDACTED] DATE PREPARED 18 April 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. &amp; TYPE)

REMARKS

REFERENCE COPY

DO NOT CIRCULATE

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1. On 2 March 1951, two PO-2s and two jet aircraft practiced flying over Grossenhain (N 52/A 01) airfield between 9 a.m. and noon.
2. On 7 March, between noon and 4 p.m., nine jet aircraft in three flights of three planes each practiced flying. Twelve additional jet planes were parked on the large runway. [REDACTED]
3. On 8 March, no flights were made because of ice, rain, and frost. There was also no flying on 9 March, because of a heavy snow-storm. The field was covered with snow about 35 cm deep.
4. No flights were made on 10 or 11 March, but there was flying at the field on 13 March.
5. On 14 March, flights were made from 7:30 to 9 a.m. when it started to rain. After the rain, flying continued intensively until midnight. Two jet aircraft were seen in the beams of a searchlight.
6. On 15 March, there was intensive flying until midnight. At night, a searchlight situated in the middle of the field was flashed on. Shortly afterwards, a jet plane took off from the large runway toward the west. After taking off, the spotlight was focused on the plane for a distance of about 5 km. Then the searchlight would focus its beam on to another plane taking off from the field. This procedure was repeated four times.
7. On 18 March, four jet aircraft were flying in a formation between 8 a.m. and noon. At about 2 p.m. eight jet planes, including four [REDACTED] were parked on the southern edge of the field. Six additional jet aircraft, two with the [REDACTED] were seen in the southeastern corner of the field. It was observed at about 2 p.m. that six other jet aircraft took off from the field, made a short formation flight, then landed at the field and were parked among the other jet aircraft. [REDACTED] was seen at the field.

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8. On 19 March at about 10:30 a.m., about 35 officers and U.S. were seen near 20 jet aircraft parked along the runway. Three planes had the

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There were three planes [redacted] and they appeared similar to the others. They had a red horizontal stripe on the upper portion of their rudder assemblies and a wider and darker stripe underneath. [redacted]

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9. On 14 March, at about 7:30 p.m., it was observed that the furniture belonging to two Soviet officers, a medical officer who resided at 17 Karolastrasse and a major who resided at 4 Gartenweg, was loaded on trucks and hauled to the airfield where it was loaded on railroad cars. A train consisting of a locomotive and four cars was seen leaving the field for the Cottbus railroad station. Railroad employees said that a train of five cars and three sleepers occupied by Soviet dependents left the Cottbus railroad station toward Cottbus (H 52/A 57). [redacted]

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10. The MVD chief of the airfield was billeted at No 2 Karolastrasse. The building next to No 2 was occupied by MVD. Officers assigned to the field included Major Sternberg, (fnu), Captain Manple (phonetic spelling),

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[redacted] a pilot, and a medical officer named Steinberg, (fnu), who had three small stars on his epaulets. [redacted]

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- \* [redacted] Comment. The flying activity was confirmed [redacted] on the individual days of observation. The report does not indicate that the occupation of the field has been changed. Two fighter regiments are still believed to be stationed in Grossenhain. The exact number of MIG-15s stationed there has not been determined, but it is probably a minimum of 48 because 48 aircraft have been observed in Grossenhain.

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